

December 5, 1961

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EXPANSION OF TRIPARTITE OPERATIONAL - LEVEL PLAN JACK PINE

1. I have approved amendments to the tripartite operational-level plan JACK PINE, copy as inclosure 1, which include provisions for:
  - a. Substitution of military for civil crews.
  - b. Air Transport Probes.
  - c. Attacks against AAA/SAM sites and barrage balloons in or immediately adjacent to the air corridors.
2. As requested by JCS message 1878, dated 14 October 1961, these amendments are forwarded for your attention. Separate Rules for Engagement for Ground Suppression Operations have been included.
3. Subject to comment from Governments, I propose to instruct CINCUSAFE to issue an official amendment incorporating these proposals within the JACK PINE Plan.
4. On receipt by Governments of the official amendment, it is requested that present National Plans supporting the tripartite plan be amended to take account of these additional measures.

LAURIS NORSTAD  
General, USAF

TOP SECRET

STATE DEPT. DECLASSIFICATION REVIEW  
X Retain classification Change/classify to: SECRET  
X Declassify with concurrence of \_\_\_\_\_  
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TAB 20

AMENDMENTS TO JACK PINE

2.

a. Basic Plan, page 7 of 11 pages, change paragraph 1e(2) to read: "The term 'air transport operations' as used in this plan encompasses airlift operations designed to meet the requirements for continuation of civil air carrier service, aerial resupply of the three military garrisons in BERLIN, and aerial evacuation of noncombatants (TRIPLE PLAY)."

b. Basic Plan, page 8 of 11 pages, insert new paragraph 1e(4) to read: "The term 'ground suppression and air obstruction operations' as used in this plan pertains to operations designed to maintain unrestricted air access within the corridors to BERLIN."

c. Basic Plan, renumber paragraphs 1e(4), (5), (6) and (7) as 1e(5), (6), (7) and (8).

d. Annex A, page 2 of 6 pages, paragraph 1, line 3, after "tripartite air tactical" insert the words "and ground suppression".

e. Annex A, page 2 of 6 pages, paragraph 2, line 7, after "military air transport" insert the words "or military sponsored air transport operations."

f. Include in paragraph 2, Annex A, new subparagraphs b and c, to read: "b. Military Sponsored Air Service: The objective of this operation is:

(1) To prevent an automatic degradation of our civil air access rights.

(2) To probe USSR/GDR intentions with respect to denial of civil air access rights after Soviet/GDR action causes civil air carriers to suspend services.

(3) To maintain a degree of civil air service between the FRG and the air terminals in the Western Sector of Berlin.

(a) In the event USSR/GDR actions cause the present civil air service operators to suspend operations between the FRG and the air terminals located in West Berlin, each National Commander should be prepared to man a number of his nation's civil aircraft with military air crews, or air crews under military authority, and continue civil air service under the provisions of this plan. (See Note at end). To this end, each Nation/National Commander will:

1. Insure that adequate arrangements are made for the continuation of limited civil air services to and from BERLIN.

2. Provide competent military air crews, or air crews under military authority, for the type(s) of civil aircraft in operation.



3. Implement these civil airlift flights under the operational control of CINCUSAFE in accordance with the provisions established herein.

4. When directed, place military air crews, or air crews under military authority, in command of sufficient number of civil aircraft to maintain a minimum of three round flights daily.

5. Operate from the terminals and air corridors as specified below:

<u>NATION</u>	<u>TERMINAL</u>	<u>CORRIDOR</u>
FRANCE	HAMBURG-BERLIN/TEGEL	Northern
UK	HANNOVER-BERLIN/TEMPELHOF	Central
US	FRANKFURT-BERLIN/TEMPELHOF	Southern

NOTE: For the present this planning action will be undertaken only by US and UK. The French will plan to:

- (1) Substitute military aircraft for civil aircraft, and
- (2) Subsequently reintroduce a reduced number of civilian planes which requisitioned crews would operate."

"c. Military Air Transport Probe: The objective of the Military Air Transport Probe, employing unarmed and unescorted air transport aircraft is to provide an immediate response and test of Soviet/GDR intentions should they take action to harass or otherwise attempt to deny air access via established air corridors. Should an air transport probe be directed, each nation will provide one transport aircraft for the operation. The state or readiness of these transports will be at the direction of CINCUSAFE who will issue specific instructions for the probe operations from the JACK PINE Command Post."

g. Renumber subparagraphs 2b, c, d and e as 2d, e, f and g of Annex A.

h. Annex A, page 6 or 6 pages, insert a new paragraph 4 to read:

"4. GROUND SUPPRESSION AND AIR OBSTRUCTION OPERATIONS

a. In the event USSR/GDR employ surface to air weapons or other measures in opposition to air corridor flights, ground suppression and air obstruction operations may be mounted in an attempt to maintain unrestricted air access.



"b. The provisions of paragraphs 3c(1) through 3c(5) above, also apply to ground suppression and air obstruction operations.

"c. When the decision has been made to employ air tactical/ground attack forces, General Norstad will direct CINCUSAFE to commence specific ground suppression and air obstruction operations. (See Appendix 1, this Annex.)"

1. Add as Tab B, Appendix I to Annex A, the following:

"GROUND SUPPRESSION AND AIR OBSTRUCTION OPERATIONS"

"1. MISSION: To provide for action against AAA/SAM fire, balloons or other obstacles in or immediately adjacent to the air corridors to BERLIN.

"2. CONCEPT: The USSR/GDR may employ various measures to oppose air corridor flights. As long as these actions are sporadic and do not present a hazard to flight which can be readily evaded, air transport flights will continue with pilots employing evasive tactics as necessary to complete the flight. However, should USSR/GDR measures present an obstruction or become persistent and the use of evasive actions would degrade the right of unrestricted air access, an appropriate countermeasure may be directed, but only in the central or southern corridors. Should opposition be encountered in all corridors, air transport flights scheduled for the northern corridor will be transferred to the central and southern corridors to facilitate countermeasures. The provisions of Tab B-1, this Appendix, Rules of Engagement, will apply to countermeasure operations.

"3. OPERATIONS:

"a. AAA/SAM Fire Counteractions:

"(1) When transport aircraft enter the central or southern corridors, they will be supported either directly by an escorting fighter force, or indirectly by a fighter force orbiting at the western end of the appropriate corridor(s). In addition, ground attack forces (the size of which will be determined by the JACK PINE Command Post) will be placed on immediate alert at their bases.

"(2) Should the transport aircraft or its escorting fighter force encounter AAA or SAM fire, the ground attack force on immediate alert will, upon direction of the JACK PINE Command Post, execute a planned attack against the guilty AAA/SAM site, if this site has been positively identified, and withdraw. Alternatively, if the offending site has not been positively identified, the ground attack force on immediate alert will carry out an attack on an approved, preselected AAA/SAM site located within the air corridor, and withdraw. Under no circumstances will targets include sites situated in built-up areas.



"(3) In so far as possible the composition of the ground attack force will be tripartite. For simplicity of control, attacks will be carried out by the composite force on a three wave basis if practicable; one wave from each National Air Force.

"(4) A representative of the designated over-all commander will, prior to each mission, brief participating crews on the danger of a possible chain reaction escalating to general war which could result from an unwarranted attack on ground targets in the event of false or doubtful target identification.

"b. Air Obstruction (Balloons): In the event the USSR/GDR position balloons within the air corridors in a manner that obstructs air transport flights, counteraction will be preplanned and executed as follows:

"A fighter force consisting of two elements will precede the transport aircraft into the corridor by approximately five minutes. The first element armed for air-to-air combat will provide top cover for the second element which will be the balloon destroying force. The anti-balloon element, upon encountering balloons likely to endanger the transport, will open fire and destroy them. The fighter elements will then return through the corridor to their respective bases. The transport will continue to its destination using evasive tactics as required.

"c. Tripartite ground attack fighters will be under the continuous control of the JACK PINE Command Post and will receive instructions through the AUENHAUSEN GCI (central corridor) and TELEGRAM GCI (southern corridor). Communications will be between the flight leader and the GCI Controller.

"4. AIRCRAFT: Each nation will provide sufficient aircraft to fulfill the mission directed at the time. The minimum number of ground attack aircraft to be placed on ground alert will be four from each nation.

"5. DEPLOYMENT:

"a. Transport aircraft will continue to operate from established bases.

"b. British ground attack aircraft will operate from GUTERSLOH/CELLE, GERMANY.

"c. French ground attack aircraft will deploy to and operate from SPANGDAHLEM AB, GERMANY.

"d. US ground attack aircraft will operate from HAHN AB, GERMANY."

3. Add as Tab B-1, Appendix 1, Annex A, the following:

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"RULES OF ENGAGEMENT"

"GROUND SUPPRESSION OPERATIONS"

"The Rules of Engagement outlined in this Tab pertain only to operations in support of the missions stipulated in Tab B, Appendix 1, Annex A. These Rules of Engagement are designed to cover specific incidents and are restrictive in scope.

"1. Tripartite ground attack fighters are authorized to open fire against a AAA/SAM site which has been positively identified by two or more aircraft as having fired at Allied aircraft and which is situated in or immediately adjacent to an air corridor.

"2. When AAA/SAM fire has been directed at Allied aircraft but the particular site has not been positively identified, tripartite ground attack fighters are authorized to attack a pre-planned target situated in the air corridors, when so directed by the JACK PINE Command Post.

"3. Under no circumstances will attacks be made against AAA/SAM sites located in built-up areas".

3. (UNCLASSIFIED) This document is classified TOP SECRET because it reveals planning information of a similar classification.

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